

Miscellaneous.

ANCIENT MONUMENTS.—The *Morning Chronicle*, in a notice of the British Archaeological Association, says—"From ancient monuments we derive more vivid impressions of past ages than we can in almost any other way. They are themselves portions of the reality of those ages, and they give a wonderful stimulus to our power of conceiving the life and manners with which they were originally associated. On this account the minutest fragments of antiquity are worth preserving. Every ancient building, however much decayed—every half-effaced inscription—every broken weapon or industrial tool, aids us in recreating the magnificent picture of a by-gone age. The minute and painful diligence of the antiquary, therefore, which so often provokes a smile, is as truly scientific, and ultimately as productive of important results, as the close observations of the naturalist. Sir Walter Scott, perhaps, is entitled to the merit of making it widely felt, that the miscellaneous collections of the antiquary may suggest more valuable knowledge than the elaborate and classical narratives in which such things are neglected as unworthy of the 'dignity of history.' We shall not know how rich we are in the memorials of the past in England until an interest in the subject has been created in every part of the country, and this interest we trust will be excited by the proceedings and publications of the Archaeological Association. Wherever an ancient monument of any kind exists—whether church, or castle, or tombstone, or even the earth-works of an ancient encampment—the people of the neighbourhood ought to be inspired with a pride in it which would lead them to guard it from further injury. In many cases this feeling exists, and produces a disposition to restore ancient buildings as nearly as possible to their original state. Whatever tends to strengthen this feeling contributes not a little to the education of the people. If there were no other reason than this, the Archaeological Association is well deserving of public support."

STEAM BOAT PIERS ON THE RIVER.—Some time since, in consequence of an alleged right on the part of the authorities of the city of London to the soil and bank of the river, and under such right of way and soil to erect piers and other buildings thereon, some communications took place between the Lords Commissioners of the Woods and Forests, who claimed the right of way and soil of the river on behalf of the crown, and dealt that any right to the bed and bank of the river existed in the Lord Mayor and Commonalty of the city of London. The authorities of the city, however, asserted their right, and an information is now pending at the instance of the Woods and Forests, on behalf of the Crown, to test that right, and which is expected to come on for argument during the ensuing term before the Lord Chancellor. Notwithstanding these proceedings, the city authorities thought proper to commence the erection of a steam-boat pier at Blackfriars' bridge, and a number of piles were driven into the bed of the river. Representations of these facts were made known to the Commissioners of Woods and Forests, by whom a communication was forwarded to the Lord Mayor, requesting that all further progress in the erection of the pier should be suspended until the question of right, which has been at issue between the Crown and the city, and which of necessity involved the same question, should be disposed of. Since the receipt of this communication, the Navigation Committee have not met, and the works are suffered to proceed, notwithstanding the remonstrance of the Woods and Forests on the part of the Crown.

UNIVERSITY COLLEGE HOSPITAL.—A public dinner in aid of the funds of this Hospital will take place at the London Tavern on the 3rd proximo, Viscount Morpeth in the chair. The committee have issued an appeal to the public for funds to complete the building. The site of the north wing is now unoccupied: such a wing, if completed, would allow of an increase of fifty in-patients, and would confer facilities much desired for the better classification of cases of disease, and for other improvements in the administration of relief, by affording accommodation for a larger number of resident officers.

SOCIETY OF ARTS.—At a meeting held May 14, the secretary read a paper by Mr. Napier on separating metals from their ores by means of electricity. After giving an account of the progress made in the application of electricity for the purpose of manufacturing metals from their ores since the year 1839, the paper described the author's method of operating, for which purpose he uses a black-lead crucible, lined inside, within an inch or two of the bottom, with a coating of fire clay, which is allowed to dry, and a second and third coat superadded. The ore to be operated on (which if a sulphate should be previously roasted) is put into the crucible together with a little lime or other flux for the purpose of giving it fluidity. The crucible with its contents is then placed in a common crucible furnace; a battery of zinc and copper is prepared with five pairs of plates excited by very dilute sulphuric acid. To the zinc of this battery is attached an iron rod, the end of which is inserted in the furnace, and caused to touch the outside of the crucible. Another rod, either of iron or copper, is used, having at one extremity a disc of iron, or coke, which is made to rest on the surface of the fused mass in the crucible; thus the electricity passes down through the whole fluid mass in the crucible, and in the course of an hour the metal is separated from the ore, and deposited at the bottom of the crucible. The society's repository was lighted with two gas lights on Mr. D. Grant's ventilating principle, the chief novelty of which consists in substituting earthen or glass ventilating tubes for those of metal, whereby less heat is given out and the unpleasant odour arising from heated brass or iron entirely obviated.

PROPOSED NEW DOCK IN JERSEY.—The Committee of Harbours met on the 11th inst., and had a lengthened conference with Mr. Walker respecting the proposed new outer dock. Mr. Walker read the draft of a report embodying his views on the subject, and submitted also to the committee four designs. He also gave an approximate estimate of the cost of each plan, as follows:—No. 1, 200,000*l.*; No. 2, 210,000*l.*; No. 3, 240,000*l.*; No. 4, 280,000*l.* In three sums are included 10,000*l.* for unavoidable expenses required for the improvement of the inner harbour in the event of its being left a dry harbour; and also 10,000*l.* for the filling up of sites for stores on each side of the dock. The cost of the inner dock had been estimated at 130,000*l.* Mr. Walker's plan for certain improvements at Rozel Harbour, estimated at 2,000*l.*, was approved of; and he was instructed to prepare a plan for Bouley Harbour. Mr. Nixon, Mr. Walker's assistant, remains on the island to complete the plans and estimates.

SUBSTANTIAL NEW WAREHOUSES AT HULL.—The contracts for the Hull Dock Company's new warehouse, at the south end of the Junction Dock, have been let during the past few days. The warehouse will be entirely fire-proof. The length will be 217 feet, the breadth 60; and the height five or six stories; the cellars will be vaulted, the pillars and groining of the floors cast iron, and the floors themselves of brick, in arches; the thickness of the walls above the ground 3 feet 2 inches, tapering to 18 inches at the roof, which will be of iron. The warehouse will stand 40 feet from the edge of the dock, and equidistant from the lock-pit. The company are erecting another strong warehouse on the Old Dock-side, near Longgate, for a depot, the walls of which, are to be three feet thick.

LANCASTER AND CARLISLE RAILWAY.—A few days since the foundation stone of the last under-bridge on the line in the neighbourhood of Penrith, situate at a place called Thucks Beck, in Messrs. Harper and Booth's contract, was laid, with the usual ceremonies, by Mr. Virtue, Mr. Stephenson's managing engineer. Under the south wall were deposited a number of rare and curious coins, namely—from George I. to Queen Victoria; a bronze coin of the reign of Augustus Dominian, and several Roman, English, French, and Spanish coins; they were forty in number. One of the coins deposited was 1,600 years old, which when re-discovered, if ever it may be, will no doubt give rise to much speculation to the antiquarian and the wise in centuries yet to come, and prove a rare and valuable relic of antiquity.

BRIDGE ACROSS THE TWEED.—The bridge which it will be necessary to erect over the Tweed, for the connection of the North British and the intended Newcastle and Berwick Railways, should the latter obtain the sanction of Parliament, will be 726 yards in length, and 100 feet above high-water mark. It will consist of thirteen arches (the present bridge has fifteen), each of 70 feet span, nine or ten abutments being in the river. The expense of this undertaking, inclusive of the viaduct which must be formed on the south of the bridge, will be 65,000*l.*, while south, again, of the viaduct, it will be necessary to construct an embankment 56 feet high, and half a mile long, the expense of which will amount to 30,200*l.*

YARROUTH SCREENING BRINGS.—Mr. James Walker, the engineer, has surveyed the bridge, and is investigating the cause of the late accident by direction of the Home Office. Before the date of our publishing, Mr. Walker will probably have made some statement to the jury now sitting on the bodies of the sufferers. Mr. Corry, the owner of the bridge, has met the inquiry most openly, and has produced all the original drawings and specifications of the construction.

THE ROTUNDA.—After undergoing various mutations, this building in the Blackfriars' road, is about to be opened as a branch of the Government School of Design at Somerset House. Scarcely twenty years have elapsed since it was known as the Surrey Institution, at which Dr. Croth and Mr. Goldworthy Gurney were accustomed to deliver their attractive lectures on music and chemistry; and the Rev. Thomas Hartwell Horne and Mr. Millard to officiate as librarians.

Tenders.

The following Tenders have been received for erecting a Rectory in the parish of Flowton, near Ipswich.—J. M. Clark, Esq., architect, Ipswich.

W. P. Ribbans	£247
B. Backhouse	830
Bennett and Wright	777
S. Baldiston	750
Fred. Mason	698

Mr. Mason's tender was accepted.

NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers however, they are entered in a book, and may be seen on application at the office of "The Builder," 2, York-street, Covent-garden.]

For taking down part of the present County Gaol of Lincoln, and erecting a New Building on the site thereof, with airing yards and other requisites.

For the erection of the Borough Gaol, Birmingham.

For the erection of a Building in London for a highly-patronized purpose, at the estimated cost of about 30,000*l.*

For the performance of the necessary works in the construction of a New Dock in the Borough of Kingston-upon-Hull.

For a quantity of *proof chain* 2½, 1½, 1, and ½ inch, wanted by the Universal Salvage Company.

For the reparation of Ten houses in Hounsditch. The whole to be finished by the end of August.

For Lighting the Public Lamps within the City of London with gas, for the term of one year, from Midsummer-day next.

For Building Sewers in the east-end of Tower-street, Harp-lane, and St. Mary Hill, and other places adjacent thereto, within the City of London.

For Building the Carcasses of certain first-rate Houses, with Shop Fronts, in the new line of Oxford-street, leading into Holborn.

For the execution of certain Works to be done in the parish of Bethnal-green, for the extension of the Goods Depot of the Eastern Counties Railway Company.

For the supply of British Iron, also Ironmongery and Screws to the East-India Company.

For executing Works on the Leeds, Dewsbury, and Manchester Railway, being a distance of about 4½ miles. The principal work on this division is the summit Tunnel, near Morley, which is upwards of 3,000 yards in length.

For supplying the trustees for repairing Grosvenor-place, and the squares and streets adjacent, with the best Pit Flints, Kentish Rag-stone, Pit Gravel, Chalk, Aberdeen Granite Kerb, York Paving and Guernsey Granite, &c.

For such Mason's and Paviors' work as may be required during one year, from Midsummer next, by the trustees of the parish of St. Luke, Middlesex.